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February 19, 1986

STAT

Acting Chairman, Traffic
Advisory Committee
New Building Program
Office
The Central Intelligence
Agency
Washington, DC 20505

Dear STAT

The members of the Ad Hoc Committee on off-site traffic improvements have discussed the meeting held January 29, 1986 and have reviewed your minutes of the meeting (dated February 10, 1986). Our comments are included below.

We applaud the fact the the GW Parkway and "on campus" construction efforts are on schedule. Further, the majority of Route 123 roadway, signage and landscaping improvements appear to conform to our understanding of agreements made when the at-grade alternative design (Alternative 2) was selected.

There are, however, several areas and issues as discussed below, which require resolution before the design of Route 123 improvements, construction, and the occupation of the new CIA facilities proceeds.

THE DESIGN ASSOCIATED WITH ROUTE 193 - EASTBOUND ALONG SECTION 7 OF THE EVERMAY COMMUNITY DOES NOT CONFORM TO PREVIOUS AGREEMENTS AND DOES NOT PROVIDE ADEQUATE AESTHETIC AND NOISE PROTECTION FOR THE RESIDENTS BORDERING THAT PORTION OF ROUTE 193.

Route 193 eastbound bordering Section 7 of the Evermay Community has not, in the current design, been moved northward 30 - 40 feet as the community representatives had been led to believe it would be. As discussed on January 29th, there are several other options which can and should be considered. As agreed during the public meeting in the spring of 1985, other options should be implemented with attendant berms and landscaping instead of the current design concept. It is our position that the roadway should be moved as far as necessary to permit a berm of approximately 20 feet in height to be constructed along the border of Section 7 of Evermay between Route 123 and the point where Route 193 reverts to a two lane road (i.e. the end of the separation) west of the entrance to Turkey Run Farm. If required to facilitate direct crossing of 123 from 193 to Potomac School Road, Potomac School Road may be

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widened slightly at/near the intersection. Such widening appears to be required in any event, to permit the increased traffic resulting from the proposed Potomac School expansion to flow freely during the morning rush hours.

THE MEDIAN AREA AT THE MERCHANT LANE/SAVILLE LANE CROSSING AT ROUTE 123 IS NARROW, THE SIGHT DISTANCE (THOUGH IMPROVED) IS SHORT AND THE CROSSING IS UNSAFE - A ("TRIP" OR OTHER) TRAFFIC LIGHT IS REQUIRED.

The citizens affected have consistantly stated that they would like a traffic light installed and VDH&T has said (for over a year) it will "consider" the request. A favorable decision should be made and the design altered to include a signal at the intersection.

THE FACT THAT THE CIA HAS NOT INCLUDED FUNDS FOR CONSTRUCTION OF A NEW EXIT RAMP OFF THE INNER LOOP OF THE BELTWAY TO THE GW PARKWAY IN ITS FY87 BUDGET IS A BREECH OF ITS COMMITMENT TO THE CITIZENS.

Further, the fact that VDH&T does not anticipate the improved exit being available until 1991 (or later) is an additional reflection of the citizens groups having been misled. Significant acceleration of the schedule is needed. As the estimated cost of Alternative 2 is less than the Congress appropriated for off-site roadway improvements, some of the required funding should already be available.

THE INTERSECTION AT OLD CHAIN BRIDGE RD AND ROUTE 193 IS DANGEROUS - SEVERAL FATALITITES HAVE OCCURRED THERE AND MORE WILL IF IT IS NOT IMPROVED

The delays in construction of improvements to the Langley Fork intersection at Old Chain Bridge Road and Route 193 are somewhat understandable if historical/archaeological sites are involved. At the same time, the current "hoped for" schedule reflecting completion in mid-1988 is unacceptable. Traffic induced by the CIA expansion will exacerbate the situation and the improvements ought to be made as quickly as possible before another unnecessary tragedy occurs. It is time that the delays stopped and VDH&T provide a written statement reflecting its commitment to, and time frame for, completing these improvements.

WE CONCUR IN VDH&T'S PRELIMINARY DECISION TO RETAIN THE RIGHT OF WAY ON THE EAST SIDE OF ROUTE 123 AS A BUFFER ZONE AFTER THE ROAD HAS BEEN MOVED WEST.

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A buffer zone seems to be in the best interests of all concerned and we would like to have written assurance to this effect from the VDH&T so that the decision becomes a matter of record.

THE "BIKE TRAIL" LOCATED ON THE VDH&T RIGHT OF WAY ON THE WEST SIDE OF ROUTE 123 AND ADJACENT TO SECTION 7 OF THE EVERMAY COMMUNITY SHOULD BE REMOVED.

It is our understanding that this trail is no longer in the county plan for bike/hiking trails. Since the equipment needed to remove it will be there anyway, and since part of the existing trail must be relocated, we would appreciate the entire expanse adjacent to section 7 being removed. As indicated at the January 29th meeting, and in the minutes you provided, agreement of the county is needed. Although we will contact the county, please make the appropriate county officials aware of our request. A letter confirming the desire of the people most directly affected (The Dunaway section (section 7) of the Evermay Community) is included as attachment 1.

THE STATED CIA POSITION AT THE JANUARY 29, 1986 MEETING AND AS REFLECTED IN PARAGRAPH 6 OF THE MINUTES OF THAT MEETING IS FACTUALLY INCORRECT. AS STATED IN CORRESPONDENCE ATTACHED, THE THEN DEPUTY DIRECTOR FOR ADMINISTRATION COMMITTED TO "...NOT...FORCE OCCUPANCY OF THE NEW FACILITY IF IT CREATES...TRAFFIC PROBLEMS FOR THE COMMUNITY AND OUR EMPLOYEES." WE EXPECT THE AGENCY TO ABIDE BY ITS COMMITMENTS AND TO REFRAIN IN THE FUTURE FROM ATTEMPTING TO REVISE ITS COMMITMENTS BY ASSERTION OF POSITIONS WHICH ARE IN CONFLICT WITH THE RECORD.

Copies of correspondence between representatives of this committee and the Deputy Director of the Agency (Mr. Fitzwater) dated June 23, 1983 and 15 July, 1983 respectively are included as attachments 2 and 3 to this letter. The last paragraph of page 2 of our letter to Mr. Fitzwater is unequivcal in asking, for the record, if:

> "...the Agency (will) stand by its commitment not to permit any occupancy of the new portion of the facility or any significant increase in personnel using the facility until all road improvements are complete?"

Mr. Fitzwater's reply stated in part (ref. next to last para. of page 2):

> "...With your support and assistance we should be able to see the necessary road improvements in place before the new building is ready for occupancy. Should unforseen problems arise that prevent this from occurring, we will at least try to time our occupancy

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plans to coincide with the capacity of the local road network. The Agency does not plan to force occupancy of the new facility if it creates unwarranted traffic problems for the community and our employees."

It should be noted that Mr. Fitzwater did not deny that he had committed the Agency to not moving people in until roadway improvements are completed. In fact he implicitly states that additional occupancy will not occur if such occupancy would create unwarrented (i.e. cause degradation in service levels) traffic problems for the community.

As Mr. Maxfield stated during the January 29th meeting, our position is that the roadway improvements should be essentially complete prior to occupancy. Stated another way, we believe that the level of service for the community residents should not suffer degradation by virtue of increased number of Agency personnel at the headquarters facility.

This objective may be accomplished by: 1) demonstrating that the capacity of the roadway system when increased occupancy begins will be adequate; 2) altering the working hours of Agency personnel until the improvements are complete; 3) not moving additional employees in until the improvements are complete; or 4) some combination of the above. Whichever solution the Agency proposes, we would like to be informed and specifically request that Agency plans in this regard be placed on the agenda for the next TAC meeting.

The Ad Hoc Committee has consistently stated that it is our desire and intent to work with the Agency in facilitating appropriate roadway improvements and the associated Agency expansion. We have done so; virtually every delay has been caused by one of the government agencies involved. Progress has been made over the past three (3) years, concepts have been approved and commitments have been made to the community at large and publicly endorsed. We believe that our mutual commitments must be honored.

In closing, we want to ensure that the integrity of our mutual agreement is reconfirmed to the end that no design phase or step will be approved until a mutually acceptable consensus is achieved. To do otherwise would make a mockery of the entire process and our mutual public commitment last spring to work together to incorporate the citizens concerns into the design under alternative two. In our view such commitment demands that the issues currently outstanding, as described above, be resolved before the design moves forward.

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We look forward to your early response to the specific points addressed above and to a mutually acceptable resolution of the outstanding issues.

Very truly yours,

for the Ad Hoc Committee
on Off-Site Traffic Improvements

for the Downscrest Community Association

for the Country Day School

for The Evermay Community Association

for The Langley Oaks Community Association

C.C. Hon. J. Warner
Hon. F. Wolf
Hon. C. Duvall
Hon. R. Andrews
Supv. N. Falck
Mr. A. Sabin

Note: The President of the Clearview Manor Association is currently out of the State.

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February 20, 1986

TO: Ad Hoc Committee on Off-Site Road Improvements

FROM: Walter Hasty
President, Dunaway Racquet Club
"Section #7 of Evermay Development"

RE: BIKE PATH

At the February 11th Annual Meeting of the Dunaway Racquet Club, the majority of the homeowners in attendance agreed that the asphalt pathway (i.e., the intended bike path) along the brick wall boarding Route # 123 should be removed, with the understanding that it will be properly graded and reseeded.

If when the bike path is removed, a decision is made to landscape the area, the Dunaway Racquet Club Landscaping Committee should be involved in the planning process.

Walter A. Hasty Jr.

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Ad Hoc Committee on Off-Site Traffic To/From CIA

STAT

June 23, 1983

Mr. Harry Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

The Agency's courtesy and hospitality during our June 22nd meeting were genuinely appreciated. As indicated below we have some areas to work out, but, assuming satisfactory resolution of the issues involved, we look forward to a continuing amicable relationship between the CIA and our communities.

For our part, we hope that the meeting adequately conveyed the depth and sincerity of our concerns with regard to the planned expansion. We are desirous of working with the federal, state, and local agencies and officials involved to achieve satisfactory resolution, and the Agency can count on our cooperation in that regard. We are, at the same time, adamant in our position that the expansion be planned and completed in a manner which minimizes short- and long-term negative impact on the surrounding communities by ensuring that traffic flow, parking, safety, aesthetics and other relevant factors are considered more in the light of what would make sense to reasonable people living in the immediate area than in the context of what is most convenient for the public officials and agencies involved.

The format you suggested for the June 28th meeting seems appropriate whereby you provide a brief overview of the project as currently planned. This overview should be followed by your addressing both the specific points included in our discussion with Cong. Wolf (a copy of our outline paper was provided at the meeting) and the points discussed during our June 22nd meeting. At that point the meeting should be thrown open to questions from the floor. Although it was not mentioned at our June 22nd meeting, it may be appropriate for Cong. Wolf and/or Supervisor Falck to provide brief opening comments. Following are topics to be addressed in-depth (among others) at the June 28th meeting:

- The CIA stated at our June 22nd meeting that you were constrained by the NCPC to consider no more than 1,000 additional vehicles using the facility because "the traffic on the surrounding

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roads could take no more." As discussed at the meeting, car pooling nowhere else in the capitol area is achieving a 3:1 ratio and, particularly in light of the physical location of the campus, it is probably unrealistic to expect such a ratio here. Other solutions designed to keep traffic flow down such as "shift work" -- defined as staggered work times of two hours (7:30/9:30 a.m.) -- seem to hold little prospect of ameliorating the problem. In light of the above, you agreed to approach the NCPC to see if they would have any formal objection to a more realistic 2500 vehicle figure -- which as discussed, closely approximates the extant vehicle to employee ratio being experienced by the Agency -- being used for planning purposes. Please discuss the action taken in this area and the status of your request.

. Based on the recognition that 2500 additional vehicles may be using the facility daily, what is the anticipated timing, nature, and content of new and more comprehensive traffic studies which consider ingress and egress via the George Washington Parkway and Turkey Run Farm (DoT), as well as Routes 123/193?

. How will these studies address the exacerbation of safety and other traffic problems caused by increased traffic at crossings such as Potomac School Road (Route 123), the entrance to the Country Day School (Route 193) and Langley High School (Route 193) where school bus and resident traffic will be exposed to increased hazards?

. Assuming current agency parking facilities are adequate, but not greater than needed for present staff -- in light of our discussion (as outlined above), what does the Agency plan to do to provide additional parking beyond the 1,000 spaces currently planned, and how will you ensure that parking overflow into the communities does not occur?

. It was stated during the meeting that traffic management and road construction studies and plans as currently structured (much less if revised and/or expanded studies, etc., are needed as described above) will not be finalized prior to construction being initiated on the campus. What contingency plans does the Agency have to ensure that any site construction changes (e.g., doubling the number of parking spaces) necessitated by studies and resulting decisions can be accommodated even though the decisions are made after construction begins?

. If broader traffic and other studies suggested above and required by the NCPC on June 2, 1983, result in changes to current plans for roadways, etc., will the Agency stand by its commitment not to permit any occupancy of the new portion of the facility or any significant increase in personnel using the facility until all road improvements are complete?

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. The Agency stated during the meeting that it would endeavor to obtain permission for trucks and buses to use the George Washington Parkway entrance during the construction period (approximately 1984-87). What is the timing and/or status of this request?

. As discussed during the meeting, from the communities point of view, public agency decision responsibility for the overall project formulation of an inter-agency "Steering Committee" have decision authority to oversee planning and execution of the project? Will the Agency support on-going representative community participation on such a committee? Have any steps been taken in this direction since our June 22nd meeting? What actions are planned in this regard?

It would be appreciated if either a verbatum transcript or, alternatively, summary minutes of the June 28th meeting could be provided by the Agency. Our representatives can be available to assist in the review and edit of such minutes if you desire.

In closing, it should be emphasized that, fundamentally, we hope to lend our support to the expansion project as it recognizes and incorporates our legitimate desires. We are presently concerned because we do not believe that the parking and traffic management plans developed to date adequately take into account many of the potential and some of the probable impacts on the surrounding communities. Rectification of these oversights can be accomplished and you will find us responsive in assisting you in doing so as soon as we have reached agreement on a mutually acceptable course of action.

If any additional information or clarification is desired, please contact either Kent Maxfield, 998-0600 (day), Gloria Adams, 226-2700 (day), Pat Blood, 734-0864 (day), or Bob Rumpf (356-4101).

Sincerely,

Kent Maxfield

Gloria Adams

Pat Blood

Bob Rumpf

Michael Brennan

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

15 July 1983

Mrs. Gloria A. Adams

[redacted] STAT

Dear Mrs. Adams:

This letter is in response to your letter of 23 June 1983 apprising us of your concerns and those of your fellow citizens.

We are delighted that the public meeting held here at the Agency on 28 June was of some assistance in airing these concerns. That, of course, was our goal, and we were and continue to be happy to oblige you. I would therefore like to deal with the points in your letter.

Your concerns for the adequacy of our parking facilities apparently stemmed from an impression that we are planning against a three-to-one carpool ratio, which you now know is not the assumption we have used. Our planned carpool ratio, which is significantly lower, is commensurate with ratios found at other Federal installations and is approximately the same as the ratio that existed here in the late 1960s and 1970s.

At your request, we have indeed been discussing increasing the planned size of the parking facility with members of the National Capital Planning Commission's staff. In fairness, you should know that their initial reaction has been lukewarm. They insist upon seeing a very strong supporting rationale before they will consider recommending approval of such a change, and it is frankly difficult for us to justify seeking a lesser parking ratio than other Government elements similarly located. To reassure you, should on-street parking ever become an issue--which we consider highly unlikely--the CIA would support a request for a local parking ordinance.

Your expressed concerns for the reasonableness and adequacy of local road improvements is certainly understandable. This is clearly the concern of most local residents. In recognition of this, we have asked the Virginia Department of Highways and Transportation (VDH&T) to assist us in the design of improvements. Their ultimate responsibility for the safety and adequacy of any improvement should provide an added level of assurance that road design will be done properly. Moreover,

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because we heard your voices loudly and clearly at the public meeting of 28 June, we have invited the McLean Citizens Association and the Park Service each to name a representative to join us and VDH&T representatives in an advisory committee intended to provide yet another level of assurance that all concerns and issues are considered in the formulation of the ultimate traffic solution associated with our planned expansion.

While the complete engineering design of road improvements is expected to take until early 1985, the selection of the design to be developed should occur by the end of this calendar year. This should give the community confidence that an acceptable road solution will be in hand before the Agency starts construction in the spring of 1984. We look forward to working together with the community toward this end.

With respect to increased employee usage of the George Washington Memorial Parkway, which is already used by a large number of our people, we recognize our charge to look for additional options and we intend to do so. We have already requested VDH&T to expand the scope of its consultant study to seek additional ways to increase our usage of the Parkway.

Park Service representatives have advised us that routing truck traffic down the Parkway is a problem as a result of the Parkway design. Road beds, curbing, curve radii, and sight distances have been designed for passenger cars. Large commercial vehicles on this roadway create safety and maintenance problems. We will continue to pursue this subject on a case-by-case basis as the numbers and types of vehicles to be used by a construction contractor become known. Of course contractor employees can still use the Parkway for commuting, and they will be encouraged to do so.

With your support and assistance, we should be able to see the necessary road improvements in place before the new building is ready for occupancy. Should unforeseen problems arise that prevent this from occurring, we will at least try to time our occupancy plans to coincide with the capacity of the local road network. The Agency does not plan to force occupancy of the new facility if it creates unwarranted traffic problems for the community and our employees.

The Agency does not have a transcript of the 28 June meeting. Congressman Wolf has advised us that he will be providing a newsletter containing a summary of concerns and actions agreed upon at the 28 June meeting.

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We look forward to working with you as an officer of the McLean Citizens Association in trying to achieve a traffic solution acceptable to all concerned. We have been attempting to deal with local citizen concerns in an evenhanded way. Having citizen participation in our planning to deal with community concerns should help us both.

Thank you for the very clear expression of your concerns. I hope this has addressed them for the moment.

Sincerely,

STAT

Harry E. Fitzwater
Deputy Director
for
Administration

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